



**APPROVED**  
**SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE  
TRANSPORTATION COMMISSION  
REGULAR MEETING**

**THURSDAY, JUNE 21, 2018**

**KIVA – CITY HALL  
3939 N. DRINKWATER BOULEVARD  
SCOTTSDALE, AZ 85251**

**1. CALL TO ORDER**

Chair called the regular meeting of the Scottsdale Transportation Commission to order at 6:03 p.m.

**2. ROLL CALL**

**PRESENT:** Gary Bretz, Chair  
Barry Graham, Vice Chair  
George Ertel  
Pamela Iacovo  
Renee Higgs  
Don Anderson

**ABSENT:** Michael Kuzel

**STAFF:** Paul Basha, Transportation Director  
Susan Conklu, Senior Transportation Planner  
Brent Stockwell, Assistant City Manager  
Pedro Rodriguez, Transit Operations Coordinator  
Luis Santaella, Senior Assistant City Attorney

**GUESTS:** Don Harris  
Thomas Wilding

**3. PUBLIC COMMENT**

Chair invited public comments.

#### **4. APPROVAL OF MINUTES**

- Study Session of the Transportation Commission – May 17, 2018
- Regular Meeting of the Transportation Commission – May 17, 2018

Chair called for a motion to accept the minutes or provide modifications.

**COMMISSIONER ERTEL MOVED TO APPROVE THE STUDY SESSION MINUTES OF MAY 17, 2018 AND THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON MAY 17, 2018 AS PRESENTED. COMMISSIONER HIGGS SECONDED. THE MOTION CARRIED BY A VOTE OF SIX (6) TO ZERO (0). COMMISSIONER KUZEL WAS ABSENT.**

#### **5. BUS AND TROLLEY ROUTE MODIFICATION**

Paul Basha, Transportation Director, reviewed that the modifications have been under discussion for approximately eight months, with several presentations and recommendations to the Commission. This evening, staff is requesting that the Commission provide recommendations to the Transportation Department on the bus and trolley route modifications. These will be forwarded to Valley Metro for implementation in October. During the April meeting, this topic was discussed at length. The meeting went so long that members of the public who wished to speak had to leave before they could do so. Providing bus and trolley service is difficult and expensive, requiring the public sector (as opposed to the private sector) to provide these transportation options.

Mr. Basha reviewed existing bus route maps. Generally, the north/south routes are provided by Valley Metro and east/west routes are provided by the City of Phoenix. There are currently eight east/west routes and three north/south routes. Express Route 514 is provided by Valley Metro and serves Fountain Hills, Scottsdale and Phoenix. Existing trolley service routes were also reviewed. This service is provided by the City of Scottsdale. The Downtown Trolley operates on a 10-minute frequency with the other three routes at 20- to 30-minute intervals. The recommendation is to consolidate the three routes (Camelback, Miller, Neighborhood) into two routes, 68th Street and Miller. The proposed changes will have the 68th Street Trolley and Miller Road Trolley becoming one route. It then travels to the Granite Reef Senior Center at Granite Reef and Oak. Its name will be changed to the Miller Trolley, continuing north on the yellow route. This is based on a suggestion from Chair, which will eliminate any need to transfer from one route to the other.

At the location of the Mustang Transit Center roundabout both southbound and northbound pullout areas can accommodate three parked buses with room for another bus to be able to drive past them.

The route modification process entailed 20 public comment opportunities as well as a webinar and online submission options. Mr. Basha reviewed several specific public comments and the resulting actions taken:

- Request: That Miller Trolley stay on its existing route to serve Saguaro High School, Pueblo Elementary and Mohave Middle School. Result: Department complied with the request, changing its recommendations to include serving these schools.

- Request: Retain Miller Trolley on 78th and Jackrabbit. Result: Department complied with the request.
- Request: Many comments note that members of the public are becoming increasingly dependent on bus and trolley service. Result: Miller Trolley, 68th Street Trolley and Cactus Trolley will increase frequency to 20-minute frequency.
- Request: Provide trolley service between Via Linda Senior Center and Granite Reef Senior Center. Result: Department complied with the request.

Other proposed changes were reviewed:

- Expansion of Miller Trolley to the north. Rather than moving the route to Chaparral, it will continue on its current route on 78th Street and McDonald. Service will now be provided to Mountain View Park.
- 68th Street and Miller routes are being modified to be much more efficient. Because of these efficiencies, it is affordable to implement the Cactus Trolley. 68th Street and Miller Routes will now be one continuous route with no need to transfer from one to the other.
- 68th Street Trolley will continue to serve Mohave Middle School.
- Shea Boulevard and Hayden Road bus routes are being made more efficient. The cost savings are also making the Cactus Trolley possible.
- Modifying the Hayden Road Bus Route 81. Currently it extends into Scottsdale Airpark. It will be terminated at the Mustang Transit Center. Those who wish to continue to the Airpark will need to transfer from the Hayden Road Bus Route to the Cactus Trolley Route.
- Retain Hayden Road Bus Route 81 on Pima Road north of Indian Bend Road.
- Have Miller Road Trolley Route be on Hayden Road through McCormick Ranch using Mountain View Road and traveling to the Mustang Transit Center.
- Recommend that Shea Route, which currently extends to Mayo Clinic, instead end at the Mustang Transit Center.
- The Commission requested elimination of Express Route 514. The Department received a number of different opinions, however they were unanimous in requesting that 514 remain essentially on its same route. After discussion with Valley Metro and Fountain Hills as well as interaction with current 514 riders, there was a collective election to continue service for one more year to study ridership to develop efficient alternatives.

Mr. Basha noted that the Trolleys will continue to enter three public community centers:

- Granite Reef Senior Center
- Paiute Neighborhood Center
- El Dorado Park

The routes will no longer enter Fashion Square, which was deemed inefficient and too time-intensive. They are unable to enter the Via Linda Senior Center due to clearance issues. Mr. Basha acknowledged that some requests could not be accommodated.

Chair thanked the Transportation Department and Director Basha for their efforts to provide citizens extensive opportunities to provide comments. He invited members of the public to speak.

Don Harris thanked the Department for its decision to retain Route 514. He inquired as to decision for the route to eliminate the Via Linda Loop. Mr. Harris presented Mr. Basha with a Freedom of Information Request for the staff report on the decision to eliminate the Via Linda/96th Street Loop.

Chair stated that the items referred to by Mr. Harris were decided prior to the meeting in question and were not being discussed at that time. He opined that the decision to eliminate was done as much six to nine months earlier. Mr. Basha said that prior to April of this year, the route traveled on Via Linda. The change was made in April, which was preceded by a six-month public comment period. Unfortunately, Mr. Harris was unaware of the change and was unable to provide his comments during that period. The reason for the change is that Express Route 514 violates two of Valley Metro's standards for express service, including a minimum of four routes per time period. Route 514 has only two trips in the morning and two in the evening. In addition, the standards require a maximum of four stops per trip. Route 514 has many more stops. They eliminated the deviation from Shea onto Via Linda in order to reduce the number of stops to become closer to Valley Metro standards. Even so, they are still out of compliance in terms of the number of stops. The ridership on this segment of Via Linda was quite low, but the cost is quite high. Pedro Rodriguez, Transit Operations Coordinator, added that the proposal is for the Cactus Trolley Route to cover the two morning trips for the 514 Express, somewhat mimicking Route 81 service times.

Commissioner commented on a masterful job by staff and the department. He asked whether the Mayo Clinic has been contacted regarding plans to end service to the location. Mr. Basha stated that they notified the public, however they did not specifically notify entities or employers. Notifications were also provided on the buses and trolleys.

Commissioner asked for clarification regarding the cost to provide the 514 Route service. Mr. Basha said that as of April, the costs are the highest in the Valley for all express routes, costing approximately \$19 per rider as the total cost for all four involved governmental jurisdictions Scottsdale, Fountain Hills, Phoenix and the Salt River Pima-Maricopa Indian Community. However, since April, costs have declined slightly to \$15, because ridership has increased. It remains the most expensive express route in Metropolitan Phoenix. Vice Chair commented that the funding for Route 514 could be spent much more efficiently on other routes. Mr. Basha concurred.

Commissioner inquired as to whether the goal is to adjust current routes based on enhancing opportunities for future ridership. Mr. Basha confirmed that existing routes are being modified, with the hope of increasing ridership and maintaining current ridership as well as providing service to areas which currently have none.

Commissioner asked for details of the Cactus Trolley operation and which demographics it is designed to serve. Mr. Basha said the route has two spines. The northbound portion runs from the Mustang Transit Center on 90th, 94th and 96th Streets up to Raintree. This mimics the previous Hayden Road Bus Route 81. The other portion serves east on Via Linda, crossing Shea. It serves residential communities, Via Linda Senior Center, Scottsdale Ranch Park, a retail center near the Mustang Library, Honor Health Shea, medical office buildings, retail centers at Thompson Peak Parkway and Frank Lloyd Wright, the eastern edge of the Airpark and connects to the Bell Road Route 170. It also serve retail sites at Frank Lloyd Wright and Via Linda as well as an assisted living home in the area.

Chair noted the presence of another public speaker who wished to make comments. Thomas Wilding introduced himself as a resident living on East Osborn Road and stated that he spoke at the previous meeting as well as at the Downtown Valley Metro meeting. In 2012, when Route 514 was created, there were two express routes: 510 and 512. The 512 served Fountain Hills along Shea, taking the 51 into Downtown. The 510 went down Hayden Road through neighborhoods and serving southern Scottsdale. Each route serviced 90 people on two routes in the morning and two routes in the evening with 22 riders average per bus. Surveys that were conducted showed that these routes had the highest ridership. Route 514 was designed to utilize the 101 and take advantage of the HOV lane, putting it in line with other express routes and making it more efficient. As literally all of Scottsdale is within the 101, it is inefficient for southern Scottsdale riders to get to the current 514 setup. The current 514 route still has a miniscule number of riders compared with the previous two routes.

Chair stated that when he worked at Valley Metro, he used to write the schedules for the bus routes. Years ago, the 512 did not have the 40-foot bus. It had a 60-foot bus, due to the volume of ridership. This ridership was partially lost when the routes were combined.

Chair summarized that the significant reductions are at 70th Street eliminating between Goldwater and Thomas and then at 70th Street between Oak and Roosevelt. A considerable number of riders get on and off the bus between Goldwater and Thomas. He requested that there be consideration to alter the plan to allow flag stops. The other two surrounding cities have many more routes than Scottsdale and have always had flag stops. There are also many high school students that catch the bus at Roosevelt and at McDowell. It is unrealistic to expect those riders to get on at Roosevelt, as the bus will stop for a relief break at Granite Reef Senior Center. For people with disabilities who cannot walk to 70th Street, there are options such as East Valley Dial-a-Ride, however it is not as convenient as being able to use the trolley. Although \$4 may not seem like a lot, it adds up for those who depend on service. Duet is a nonprofit agency which serves southern Scottsdale and provides some transportation services.

Chair asked what size buses the Mustang Transit Center will accommodate. Mr. Rodriguez said there is space for an articulated vehicle. The vehicles proposed for the Cactus Route are cutaways, which accommodate 16 passengers. Two vehicles will fit back to back and one can go on the turnaround position. Chair commented that it will be more difficult for older and disabled people to board the cutaway vehicles, whereas the Trolleys are level with the curb. Mr. Basha stated that the cutaway vehicles to be used for the Cactus Trolley do have a lift.

Chair inquired as to ways to coordinate transfers. Mr. Rodriguez stated that the Department is currently working on this with Valley Metro to ensure safety and efficient movement.

Chair inquired as to the previously discussed possibility of an Airpark Trolley. Mr. Basha said the Transportation Master Plan includes an Airpark Trolley, which is anticipated for operation in the fall of 2019. In response to a Commissioner question, Mr. Basha stated they do not yet have information on cost.

Chair stated he would like to see ADA compliance in terms of stop announcements. Mr. Rodriguez stated that the Department is working with RTW Management, the contractor, to provide drivers with a list of stops that they can practice and be able to enunciate. The process will take time. In addition, there will be a Vehicle Management System (VMS) provider with this enunciator capability in vehicles by the fall.

Chair said he was torn in terms of support for the 514. The second bus has a number of people on it, but the first has only two to three people. Commissioner commented that this is something worth studying.

**CHAIR BRETZ MOVED TO ELIMINATE THE FIRST TRIP ON THE ROUTE 514. MOTION DIED FOR LACK OF A SECOND.**

Vice Chair stated his understanding that the vote would call for a “one package modification,” to include all aspects. Mr. Basha commented that the Department will explore options for the 514, which will include potentially reducing from two trips per period to one. They will also explore reinstitution Routes 510 and 512 in lieu of the 514. Another possibility is a combination of approaches. Chair suggested that they canvass Brophy in terms of whether the old route might generate considerably more ridership. Commissioner commented that unless they are able to reduce the subsidy to a typical amount, it is a nonstarter option.

Commissioner asked for clarification that the modification before the Commission today does not include a modification of Route 514 at this time. Mr. Basha affirmed that Transportation Department is not including such a recommendation at this time. Valley Metro intends to retain 514, regardless of any suggestion by the City of Scottsdale. Commissioner stated that the motion should address the proposed modifications and that 514 is not a part of those modifications. Any recommendation on changing 514 should be a separate motion. Commissioner commented that the MAG Transit Framework Study should be complete in the next 6 to 12 months and their findings should be factored into the Commission’s decisions on Route 514.

**VICE CHAIR GRAHAM MOVED TO ACCEPT THE MODIFICATIONS AS PRESENTED BY THE TRANSPORTATION DEPARTMENT, EXCEPT RECOMMENDING DELETION OF ROUTE 514. COMMISSIONER ERTEL SECONDED. THE MOTION FAILED BY A VOTE OF TWO (2) TO FOUR (4). CHAIR BRETZ, COMMISSIONER ANDERSON, COMMISSIONER HIGGS AND COMMISSIONER IACOVO DISSENTED. COMMISSIONER KUZEL WAS ABSENT.**

**COMMISSIONER ANDERSON MOVED TO ACCEPT THE MODIFICATIONS AS PRESENTED BY THE TRANSPORTATION DEPARTMENT WITH THE EXCEPTION OF ROUTE 514. COMMISSIONER GRAHAM SECONDED. THE MOTION CARRIED BY A VOTE OF FOUR (4) TO TWO (2). COMMISSIONER IACOVO AND COMMISSIONER HIGGS DISSENTED. COMMISSIONER KUZEL WAS ABSENT.**

**COMMISSIONER ERTEL MOVED TO DISENDORSE THE PROPOSED CONTINUATION OF ROUTE 514. MOTION DIED FOR LACK OF A SECOND.**

Vice Chair stated he would not be willing to second the motion. It is apparent that something needs to be done with Route 514, however the answer is not eliminating the route at this point. Discussion ensued regarding the need to address Route 514. He recommended a six-month study, particularly in terms of cost per rider. If the cost does not drop considerably, elimination of the route should be strongly considered. Commissioner questioned whether six months was a sufficient period of time to arrive at a true indication. Mr. Basha stated that six months would not be sufficient. Valley Metro will continue the route for a year while the four communities complete their studies.

## **6. BIKE MONTH**

Susan Conklu, Senior Transportation Planner, provided a brief update. Since 2012, Scottsdale has been rated as a gold bicycle friendly community by the League of American Bicyclists. April is Valley Bike Month in the Phoenix Metro area, beginning in the 80s, as a single bike to work day event. Valley Metro partners with all cities and promotes events on their website.

City of Scottsdale events include:

- Cycle the Arts held on April 8th, April 15th
- Bike to Work Day held on April 18th

Cycle the Arts promotes both biking and public art to all ages. Approximately 50 riders attended the event, which started and finished at Museum of the West. It included a ten-mile bike ride and 14 art stops. There was a second event in northern Scottsdale on April 15, with the 30-miles long ride beginning and ending at Mustang Library with six art stops. Events include a pre-ride safety talk on bike skills and the rules of the road.

Bike to Work Day took place on April 18th with sponsors to have several stops. There was also a budget this year for Scottsdale to give away its own Bike Month T-shirts. There were approximately 108 riders. For next steps, a group of staff will form a group, including sponsors and ride leaders to go over the feedback received and to begin planning for the next event.

Commissioner thanked Ms. Conklu for her enthusiasm for the Bike Program.

## **7. BICYCLE AND RELATED VEHICLE ORDINANCE**

Brent Stockwell, Assistant City Manager, stated that as of November of 2017, bikes began to appear throughout the City as a result of the newly emerging bike share companies. In February of 2018, the City Manager indicated that the issue would be in the hands of the bike companies in terms of addressing concerns. The City subsequently determined that there was a need to address some issues in terms of an ordinance, in order to more clearly articulate expectations. The City Manager has directed the development of an ordinance that will require as little staff effort and involvement as possible. The overall regulatory philosophy is to put in place the minimal regulations necessary to achieve the desired effect. Most of the comments and concerns received from the public have been in regards to aesthetics issues. In addition to addressing major areas and since the overall bicycle ordinance had not been updated in some time, staff also focused on clean-up of issues to make the ordinance more consistent with existing state laws.

Five key issues were reviewed:

1. Keep sidewalks open for pedestrians and persons with disabilities
2. Require owners to keep bicycles properly parked
3. Devices should be operable and used
4. Maintain aesthetics by proper spacing
5. Respect private property

Electric scooters began to appear in the City in April. As such, the draft ordinance includes a definition of electric scooters. It slightly expands the areas where they could be ridden within

the community. The primary focus has been on the bicycle issue, as the City has been dealing with it the longest.

Commissioner asked whether all the ordinances apply to riders or whether some or all apply to owners of the companies. Mr. Stockwell stated that most of the ordinances are directed at the owner, although there are some specific to a rider.

Commissioner inquired as to how riders will be informed of the ordinance change. Mr. Stockwell said the companies will be asked to share the information with their rental customers. The City will also have outreach and education to the community.

Commissioner asked about the definition for sidewalk thru-zones. Mr. Stockwell stated that the thru-zone is defined in the ordinance as the portion of the sidewalk used primarily by pedestrians for travel, accessing transit or buildings.

Commissioner asked whether property owners are allowed to have five or more rental bikes parked on their property at a given time. Mr. Stockwell stated that the limitation on five bicycles only applies to public property.

Commissioner shared his understanding that the ordinance applies not only to the owner of the bike, but also the lessee of the bike. Mr. Stockwell concurred.

Commissioner commented that the language also states that the private property owner gets to set his own rules. Mr. Stockwell said this is correct. He read from the ordinance as follows: "The property owner of any nonresidential property open to the public may develop its own rules and regulations as to abandoned or unlawfully parked bicycles and other devices."

Commissioner asked about the reasoning behind the number five being the appropriate number. Mr. Stockwell said there are not typically groups larger than six descending on an area to obtain bikes at one time. Groups are typically two to four. From an esthetic point of view, the small groups of five seemed more appropriate. In response to a Commissioner question, Mr. Stockwell confirmed that the Department provided an earlier draft version of the language for their feedback. Some of them preferred the number six. Some wanted no caps. The vendors were advised to seek agreements with private property owners to place additional devices.

Commissioner inquired as to vendor feedback on the two-hour rule for removal of inoperable bicycles. Mr. Stockwell said the vendors would like a longer time frame to respond to all the situations. The City took a firm stance, as this was one of the main complaint issues from the community. Vendors had previously indicated they could retrieve inoperable equipment within two hours.

Ms. Conklu commented that there are approximately 12 private properties that have agreements with the bike companies this season (mostly hotels and resorts), to bring bikes regularly back to their properties. Mr. Stockwell said putting the proposed ordinance changes out there is also being used as a nudge to business owners to demonstrate why their market demand warrants a higher level. Mr. Basha said that there are currently two bicycle companies operating in the City. As many as four to six other companies have approached the City requesting a limit on the number of bicycles per company. Part of the strategy of the two existing companies is to saturate Scottsdale with a large number of bikes. Smaller companies do not have this opportunity. Limiting the number of bicycles may assist the companies with their use.



Commissioner thanked Mr. Stockwell for his presentation. Commissioner asked how the City may enforce regulations on what appears to be a unregulated business. Mr. Stockwell stated that one way to enforce the regulations is to set rules in place that apply to everyone and give the City the ability to define these rules. If there is then a problem in a particular area, a police officer or other agent of the City can quickly document and resolve situations that may arise.

Commissioner expressed concern with the administrative cost of enforcement.

Commissioner asked how many bikes were rented in the period. Mr. Stockwell acknowledged the disadvantage of not having usage statistics.

Commissioner commented that the bicycle rental companies were previously asked to provide analysis of issues arising in other cities upon commencement of the bike rentals and how those issues were addressed. Commissioner inquired as to whether the regulations are consistent with those of other cities of similar size with the same bike share companies. Mr. Stockwell stated that staff has reviewed several such agreements. The primary method cities use is to enter into a license agreement with a sole provider. Scottsdale proposes a different approach, which is to provide an ordinance which lays out the rules and then allow the free market to operate.

Vice Chair referenced the ordinance, where it states that owner means the person holding legal title or the person who is the lessee. He asked whether it is possible for the person renting the bike and the bike share company to both be at fault for the same violation. Mr. Stockwell said if it is illegal to park in a specific area, the person renting the bike would be responsible for a parking infraction. Upon notification of the infraction, it would be illegal for the bike owner to leave the bike illegally parked. It is hoped that the companies will use technology to regulate themselves and address such circumstances.

Vice Chair noted that the ordinance addresses speed of travel, prohibiting the rider from traveling faster than would be reasonable and prudent. He questioned the level of latitude in terms of enforcement. Luis Santaella, Senior Assistant City Attorney, stated that the reasonable and prudent speed is an existing provision in the City code. The ordinance makes the provision less arbitrary. Generally a reasonable and prudent speed when riding on the roadway would apply to the posted speed limit.

Vice Chair cited Section 1789, refusal to provide truthful name and asked for the reasoning behind its inclusion in the ordinance. Mr. Santaella stated that under current state law, riders who are stopped are required to provide evidence of ID. This section applies to all of Chapter 17, which applies to traffic ordinance. This is a lesser standard to State law, as it requires them to only provide their name and date of birth, if asked. The requirement to provide full name and date of birth does apply minors who may be stopped for infractions.

Chair asked whether the two hour rule for removal applies only to public property. Mr. Stockwell confirmed that the rule applies to public property. In most cases, bikes can only be left on private property with permission.

Chair asked for clarification that the Commission did receive statistics on the bike rental activities during the first four to five months. Mr. Basha confirmed that staff provided the Commission with information which the bike share companies provided. Staff cannot confirm whether the numbers provided are accurate.

## **8. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS**

Mr. Basha noted that the Commission will be intimately involved in Valley Metro's study of Route 514, with regular updates on progress provided.

Mr. Basha reported on project statuses:

- Crosscut Canal bicycle improvements south of McDowell Road construction is complete. The new bridge replaced three poorly constructed, non-ADA compliant structures. It provides a connection between residential communities east of the Canal to the Papago Park area west of the Canal.
- Five traffic circles were installed at Via Linda in McCormick Ranch approximately 30 years ago as one of the first traffic calming projects in Arizona. They have been effective in reducing speed and volume. Pavement maintenance personnel were going to resurface this segment of road and the Department suggested that the circles be reconstructed to modern roundabouts. The renovations are in process. Photographs were reviewed.
- A controversial rezoning case occurred last week before City Council. It includes a large section of contiguous State land parcels surrounding Pima Freeway, Loop 101 north and south of the freeway between Scottsdale Road and Pima Road. A developer, Nationwide Insurance, has indicated a desire to purchase a specific segment of land (137 acres) when the State auctions the land. The case was controversial, as the parcel is an area where there are no homes within the 500 feet limit of notification and did not include residential properties north of Legacy. Many of those residents were present at the City Council meeting and were very opposed to the rezoning. Nationwide hired a consulting traffic engineer to determine volumes at the location of Hayden Road north of the Pima Freeway. 2030 predicted volumes with the development totaled 34,000 vehicles per day. The capacity of a four-lane roadway is 34,400 vehicles per day. The Department informed Nationwide that the predicted volume exceeds capacity, requiring them to build a six-lane street to bring capacity to 48,000. Nationwide agreed to construct the roadway accordingly. Currently, the five north/south streets in the area are at 88 percent of capacity. With the development (and if Hayden remained at four lanes), the five streets would be at 96 percent of capacity. With the construction of Miller Road and expansion of Hayden Road to six lanes, these roads will be at 73 percent of capacity.

Commissioner sought clarification that the 73 percent capacity applies to the year 2030. Mr. Basha stated that the percentage applies to the date of construction, within the next five years.

Commissioner asked how drivers will get across the freeway with Miller, if it does not exist. Mr. Basha stated that Miller Road will actually be an underpass of Pima Freeway.

In response to a Commissioner question, Mr. Basha stated that Civtech was the firm that completed the traffic study.

Mr. Basha addressed Dynamite Boulevard west of 118th Street, noting that it is constructed to one motor vehicle lane per direction and a raised landscaped median. In the vicinity of 118th Street, it becomes one lane per direction with no bicycle lanes and no raised landscaped median. To the north of Dynamite Boulevard is the Scottsdale National Golf Club, which has been required via development stipulation to provide funds to widen the north half street of

Dynamite Boulevard from 116th Street to 122nd Street. During conversations, the City expressed dissatisfaction with funding for a half street, explaining to the developer that a half street would be awkward in front of their soon to be developed property. The response from the developer was a proposal that they build a full width of Dynamite Boulevard for the full length of the property from 118th Street to 122nd Street one motor vehicle lane per direction, one wide bicycle lane per direction and a raised landscaped median. The City agreed with the proposal. The developer also intends (per City direction) to construct a roundabout at 118th Street and Dynamite Boulevard and at the other entrance to the property immediately west of 122nd Street and Dynamite Boulevard. Currently, 118th Street is a dirt road. Another developer east of 118th Street between Ranch Gate Road and Jomax agreed to extend 118th Street to Dynamite Boulevard, if the City would acquire the right-of-way. The City acquired the right-of-way. The roadway has been designed. Construction should begin within 12 months. When the road is completed, there will be a real intersection at 118th Street. Residents east of the City in unincorporated Maricopa County (often termed Rio Verde) are very opposed to the roundabouts and are voicing their disapproval.

Commissioner inquired as to the understanding that a roundabout was being put at Happy Valley and Jomax. Mr. Basha confirmed that a roundabout is planned at Happy Valley and Alma School Parkway. City Council will authorize the contract with the consulting engineer on July 2nd.

Chair asked whether 128th Street has been built in the Preserve. Mr. Basha said it has not been constructed. It currently exists as a dirt road. The portion of 128th Street between Dynamite and the Preserve has been coated with asphalt treatment. Chair inquired as to the possibility that the Commission's recommendation to not have the public road going through will be a reality. Mr. Basha said there is such a possibility. When the Transportation Master Plan was approved two years ago, there was no indication that 118th Street would be constructed any time soon. One of the reasons the City Council wanted to include 128th Street in the vicinity is because there was no other available means for a north/south connection in the vicinity. With the work of the developers, 118th Street is becoming a reality much quicker than anticipated. Chair recalled the intent to build a road for emergency vehicles. Mr. Basha confirmed that this was the recommendation of the Transportation Department and Transportation Commission.

## **9. PUBLIC COMMENT**

There were no comments.

## **8. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS**

There was consensus to cancel the July meeting.

Commissioner inquired as to the completion of the underpass at 124th Street. Ms. Conklu stated that it is still under construction, however some portions are temporarily on hold. An update can be provided on a future agenda.

Commissioner asked that a future agenda item cover measurements for success.

## **9. ADJOURNMENT**

With no further business to conduct, Chair adjourned the regular meeting at approximately 9:14 p.m.

SUBMITTED BY:

eScribers, LLC

**\*Note: These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/transp.asp>**